APPENDIX I
INCLEMENT WEATHER ROAD CONDITION STATUS POLICY

SECTION I
ROAD CONDITION STANDARDS

I-1. GREEN
Unrestricted vehicle dispatches are authorized. Ideal road, visibility, and temperature conditions exist. Drivers will observe normal precautions and speed limits (table I-1).

Table I-1 Road Condition Status Characteristics

Road Condition	Road Surface	Snow	Ice	Snow Depth	Visibility	Temperature
Green	Dry	None or blowing powder	None	None	More than 50 meters	Above 35F (+2C)
Amber	Wet	*Packed*Slush	*Patches*Black ice*Slush	*Less than 4 inches	*Between 20 and 50 meters	Between 30F (-1C) and 35F (+2C)
Red	*Flooded	*Drifting	*Sheet ice	*Between 4 and 8 inches	*Between 15 and 20 meters	Between 10F (-12C) and 30F (-1C)
Black	*Heavilyflooded	*Heavy drifting	*Extreme sheet ice	*More than 8 inches	*Less than 15 meters	Less than 10F (-12C)

*When one or more of the road conditions marked with an asterisk are noted, the corresponding road condition status must be declared.

I-2. AMBER
Ideal road, temperature, and visibility conditions do not exist (table I-1). If a road condition marked with an asterisk in the Amber category is reported, commanders (basic reg, para 3-9) will declare Amber road conditions. Increased driving times, hazardous road conditions, and driver experience will be considered in dispatching vehicles under Amber conditions. Unit commanders (captains and above) will authorize dispatches under Amber conditions for their vehicles. Area support group (ASG), base support battalion (BSB), and area support team (AST) directors of public works (DPWs) or primary staff (S1, S2, S3, and S4) may authorize dispatches under Amber conditions for their vehicles.

I-3. RED
Only mission-essential and emergency-essential vehicle dispatches are authorized. Road, temperature, and visibility conditions are equal to or worse than those noted in table I-1. If one or more of the conditions marked with an asterisk in the Red category are reported, commanders (basic reg, para 3-9) must declare road conditions Red. The dispatch record for mission- and emergency-essential vehicles will be marked "mission- and emergency-essential." Battalion-level commanders, including BSB commanders, may authorize dispatch of mission-essential vehicles. AST commanders may authorize dispatch of mission-essential vehicles to operate in the local AST area. Directors of DPWs and chiefs of building and grounds and operation maintenance may approve mission-essential dispatches during Red road conditions to provide emergency support and for snow and ice removal. A risk assessment will be completed before dispatch.

NOTE: Drivers of military vehicles passing through BSBs that have declared Red road conditions should contact their chain of command and evaluate the risk of continuing the mission. Weather and road conditions will be part of all mission risk-management decisions.

I-4. BLACK
Only emergency-essential vehicle dispatches are authorized. Road, temperature, and visibility conditions are equal to or worse than those noted in table I-1. If one or more of the conditions marked with an asterisk in the Black category are reported, commanders (basic reg, para 3-9) must declare road conditions Black. The dispatch record for emergency-essential vehicles (police, fire, ambulance, and emergency engineer) will be marked "emergency-essential." Chiefs of appropriate offices (provost marshal, fire, medical activity, and DPW) may authorize dispatch of emergency vehicles. Brigade-level commanders, including ASG commanders, and above may authorize dispatch of their emergency vehicles. A risk assessment will be completed before dispatch.

NOTE: Drivers of military vehicles passing through BSBs that have declared Black road conditions should contact their chain of command and evaluate the risk of continuing the mission. Weather and road conditions will be part of all mission risk-management decisions.

SECTION II
WEATHER AND ROAD CONDITION DEFINITIONS

I-5. ROAD SURFACES

a. Dry. Road surfaces are not wet or damp from residual moisture caused by overnight accumulations of dew or ground fog, light rain, or drizzle.

b. Wet. A significant amount of moisture is standing on the roadway. The moisture is caused by moderate to heavy rain or melting snow. Wet conditions are characterized by the presence of puddles that require caution by vehicle operators.

c. Flooded. Flooded conditions are characterized by significant volumes of water on the road surface. The water is a result of rain or melting snow. Normal runoff capabilities are exceeded and a hazard to vehicle traffic exists.

d. Heavily Flooded. Heavily flooded conditions are characterized by excessive volumes of water on the road surface. Normal runoff capabilities are exceeded and some roads are closed, either by civilian or military authorities, to all vehicle traffic.

I-6. SNOW

a. Blowing Powder. Blowing powder is light snow that blows across the roadway. Blowing powder conditions are characterized by minor accumulations of snow during a light snowfall or in the early stages of a heavy snowfall.

b. Packed. Packed snow is characterized by major portions of the road being covered by a hardpacked snow surface. The road surface has been plowed, but not enough to remove snow completely, or vehicle traffic has compacted snow to form a hard surface on which vehicles can still be driven. Packed snow is a surface on which vehicle movement can be controlled by low speeds and proper caution.

c. Slush. Slush is a mixture of melting snow and water. Slush conditions are characterized by periods of rising temperatures or road salting operations following a snow accumulation. When slush is present, road surfaces are mostly free of significant accumulations of sheet ice or ice patches. Slush is a road condition factor when enough slush exists to require operators to exercise increased caution.

d. Drifting. Drifting is large accumulations of blowing snow cross road surfaces. Drifts or piles of snow completely block portions of the road that are sheltered from the wind while unsheltered portions are covered with less snow or may be completely free of snow.

e. Heavy Drifting. Heavy drifting conditions exist when drifts or piles of snow completely block roads and thoroughfares.

I-7. ICE

a. Patches. Ice patches are small areas of ice on otherwise ice-free roads. The ice requires operators to exercise increased caution. Ice patches usually accumulate in low-lying areas, on bridges, or under overpasses.

b. Slush. Ice slush generally is defined the same as snow slush (para I-6c). Slush usually freezes overnight when temperatures drop, causing a crystallized icy surface. Icy slush can cause steering difficulties.

c. Black Ice. Black ice covers the road surface with a thin coat of ice that greatly reduces tire traction over major portions of the road. Black ice is difficult to see because of its dull appearance. Black ice accumulates in shady spots, on bridge surfaces, and in low-lying areas.

d. Sheet Ice. Sheet ice is a solid ice accumulation covering large areas of the road. Vehicle tires do not make contact with the road surface on sheet ice. Traction on sheet ice is lost for 50 to 75 percent of the linear distance traveled in the area observed. Sheet-ice conditions generally follow periods of freezing rain and cause significant hazards to traffic.

e. Extreme Sheet Ice. Extreme sheet ice is a solid ice accumulation covering all areas of the road. Traction on extreme sheet ice is lost for more than 75 percent of the linear distance traveled in the area observed.

I-8. SNOW DEPTH
Snow depth should be measured in areas of the road not affected by the clearing or drifting actions of the wind.

I-9. VISIBILITY

Fog, heavy rain, heavy snow, or haze can affect a driver's range of vision. Choice of a condition status in table I-1 depends on a driver's ability to distinguish objects clearly (such as road-edge markers, parked vehicles, pedestrians, obstructions) using only natural light or the vehicle lighting systems. At night, visibility is the ability to determine the identity, direction of travel, and rate of travel of observed light sources at the distances indicated. As of 1 October 1997, a new German Law (50/50 Law) states that if visibility is reduced to 50 meters or less, the maximum speed limit is 50 kilometers per hour.

I-10. TEMPERATURES

Temperatures are used to determine the likelihood that observed conditions will stay the same, improve, or get worse.